

Facility Name: Everglades Airpark		Inspection Date: 10/16/2025	
Facility Type: Airport		Status: Active	
Inspection Date: 10/16/2025		Inspector: David Smith	
Location ID: X01	FAA Site No.: 03182.*A	FDOT District: 1	
1.00 Miles SW of Everglades City		County: Collier	
ARP Latitude: 25° 50' 55.90	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 23' 25.00		Use: Public	
Elevation: 5	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Collier County Airport Authority		Facility Physical Address	
Address: 3299 E Tamiami Trl, Ste 800		Address: 650 EC Airpark Rd	
City: Naples	State: FL ZIP: 34114	City: Everglades City	State: FL ZIP: 34139
Phone: (239) 252-8400	Fax: (239) 252-6300	Phone: (239) 252-6298	
Email: jeff.klatzkow@colliercountyfl.gov			
Owner Representative: Jeffrey Klatzkow		Facility Manager: Spencer Brillon	
Address: 3299 E Tamiami Trl, Ste 800		Address: 165 Airpark Blvd	
City: Naples	State: FL ZIP: 34112	City: Immokalee	State: FL ZIP: 34142
Phone: (239) 252-8400		Phone: (239) 252-8393	
Email: jeffrey.klatzkow@colliercountyfl.gov		Email: spencer.brillon@colliercountyfl.gov	

Acreeage: 31	Residential Airpark: No	Beacon: C-G
Section: 14	Township: 53S	Wind Indicator: No
	Range: 29E	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes
ALL / MON-SAT / 0800-1600		Lighted: No
Facility Website: https://www.collier.gov/County-Development/Transportation		
Ask in any new facility aerals/photos are available		

Based Aircraft			
Year: 2011	Single Engine: 6	Jet Engine:	Glider:
Source: Inspector	Multi Engine:	Helicopter:	Ultralight:
Total Based Aircraft:			

Annual Operations			
Year: 2011	Air Carrier:	Air Taxi: 200	GA Local: 2,000
End Date:	Commuter:	Military:	GA Itinerant: 4,000
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom	
FSS ID: <input checked="" type="checkbox"/> MIA	Clearance Delivery: <input type="checkbox"/>
FSS on Airport: <input checked="" type="checkbox"/> No	Ground Control: <input type="checkbox"/>
Toll Free: <input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower: <input type="checkbox"/>
VorTac: <input type="checkbox"/>	Approach Control: <input type="checkbox"/>
AWOS/ASOS: <input type="checkbox"/>	Unicom: <input checked="" type="checkbox"/> 123.075
Instrument Approach: <input type="checkbox"/>	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 123.075

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Services

Fuel:

A ☐
 A1 ☐
 A1+ ☐
 B ☐
 B+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☒ 24hr SS w/ Credit Card
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☐
 Tie Downs ☒

Airframe:

Major ☐
 Minor ☐

Power Plant:

Major ☐
 Minor ☐

Other Services:

Aerial Surveying ☐
 Air Ambulance ☐
 Air Freight ☐
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☐
 Beaching Gear ☐
 Car Rental ☐
 Cargo ☐
 Courtesy Car ☐
 Charter ☐
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☐
 Internet ☒
 Lodging ☐
 Parachute Jumping Area ☐
 Restaurant ☒ .5 M
 Restrooms ☒
 Taxi ☐
 Telephone ☒

Aircraft Charging Stations:

Electric Charging Stations ☐
 Hydrogen Charging Stations ☐
 Battery Charging Stations ☐
 Solar Charging Stations ☐
 Auto Charging Stations ☐

Aircraft Electric Charging Power Rating:

Alternating Current ☐
 Direct Current ☐

Aircraft Electric Charging Station Plug Type

AC - J1772 ☐
 AC - Mennekes ☐
 DC - GB/T ☐
 DC - CCS Type1 ☐
 DC - CCS Type2 ☐
 DC - MCS ☐
 DC - CHAdeMO ☐
 Other ☐

Support Infrastructure:

Passenger Waiting Facility ☐
 Aircraft Tug Station ☐
 Deicing Equipment ☐
 Battery Thermal Conditioning System ☐
 Maintenance Platforms, Ladders, Inspection ☐
 Provider of Services ☐
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	Existing	2,400 x 60	Asph	Excellent	MIRL

Comments:

RWY 15

FAR 77 Category A(V).

RWY 33

FAR 77 Category A(V).

Approach ratio required is RWY 15 20:1 and RWY 33 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 15

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
15	25° 51' 6.04	81° 23' 31.69	Estimated	1:1	BSC-G	N	No	Yes	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		1:1	BRUSH		18 ft	225 ft	Before Runway End	125 ft L
Runway End	No		12:1	BRUSH		18 ft	225 ft	Before Runway End	125 ft L
Marked Displaced Threshold	No	240 ft	26:1	BRUSH		18 ft	225 ft	Before Runway End	125 ft L
Required Displaced Threshold									

Runway 33

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	25° 50' 45.53	81° 23' 18.46	Estimated	1:1	BSC-G	N	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		1:1	BRUSH		14 ft	210 ft	Before Runway End	125 ft R
Runway End	No		15:1	BRUSH		14 ft	210 ft	Before Runway End	125 ft R
Marked Displaced Threshold	No	240 ft	34:1	TREES		14 ft	210 ft	Before Runway End	125 ft R
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Fixed by Height Function	Frangible	Marked	Aeronatical Study	Determination
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Deficiencies

Inspection Date 10/16/25

Next Inspection 10/31/26

Deficiencies

Facility In accordance with Chapter 14-60.007(7)(a), FAC. – At least one 15-knot, 8-foot long windsock shall be installed at the airport.

The primary wind directional indicator is unreliable.

Mitigated Deficiencies

Rwy End: 15 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Runway 15 runway safety area does not extend beyond the approach end of the runway due to shoreline being 60 feet right of centerline at the end of the runway.

Standing water 0 feet before to 240 feet after the approach end of the runway, 45 feet to 60 feet right of centerline is located inside the runway safety area of Runway 15/33.

A displaced threshold has been established and declared distances have been calculated for Runway 15 under the Runway 15/33 Reconstruction and Widening Project (PFL0003358) that was recently completed.

Coordination with the FAA to publish the declared distanced is currently underway.

A comment is currently published on the FAA chart supplement to advise flight crews that the runway safety area may hold water.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 15 approach surface ratio is 1:1 due to brush 18 feet tall, 225 feet before the approach end of the runway, 125 feet left of centerline.

Runway 15 threshold is displaced 240 feet.

Rwy End: 33 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Runway 33 runway safety area does not extend beyond the approach end of the runway due to shoreline being 60 feet left of centerline at the approach end of the runway.

Standing water 0 feet before to 240 feet after the approach end of the runway, 40 feet to 60 feet left of centerline is located inside the runway safety area of Runway 15/33.

A displaced threshold has been established and declared distances have been calculated for Runway 33 under the Runway 15/33 Reconstruction and Widening Project (PFL0003358) that was recently completed.

Coordination with the FAA to publish the declared distanced is currently underway. The project improved the runway safety area as much as practical but standing water may still occur after heavy rainfall or high storm surge events.

A comment is currently published on the FAA chart supplement to advise flight crews that the runway safety area may hold water.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 33 approach surface ratio is 1:1 due to brush 14 feet tall, 210 feet after the approach end of the runway, 125 feet right of centerline.

Runway 33 threshold is displaced 240 feet.

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License

Effective: 02/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 01/31/2027

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 15/33 is available for visual approaches only.

- a. Runway 15 is FAR 77 category A(V).
- b. Runway 33 is FAR 77 category A(V).

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 15 runway safety area ends at the end of the runway, due to shoreline, at the threshold, 60 feet right of centerline.

2. Standing water 0 feet to 240 feet after the approach end of Runway 15, 45 to 60 feet right of centerline may be present inside the Runway Safety Area of Runway 15/33 after heavy rainfall or storm surge events.

3. Runway 33 runway safety area ends at the end of the runway, due to shoreline, at the threshold, 60 feet left of centerline.

4. Standing water 0 feet to 240 feet after the approach end of Runway 33, 40 to 60 feet left of centerline may be present inside the Runway Safety Area of Runway 15/33 after heavy rainfall or storm surge events.

Additional Licensing Remarks: